

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. The shipyard at Gdynia (Stocznia imienia Komuny Paryskiej).

a. The second Polish destroyer BURZA was observed in the shipyard [REDACTED] 50X1-HUM

[REDACTED] undergoing a remodeling job. The ship will receive a completely new silhouette which will be much lower and which will have only one stack. Three boilers, called "pipe boilers", will also be installed on the BURZA. These boilers have been taken off the German cruiser GNEISENAU which had six of them. [REDACTED] the biggest advantage of these boilers is that they will build up to normal full pressure within a half hour after a fire has been started. [REDACTED] the remodeling of the BURZA will take a long time because the shipyard is not equipped to handle work of this type, and because the installations for the ships are assembled by hand in the workshops located at the shipyard.

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b. The shipyard is also constructing small traders which are between 600 - 700 BRT. One of these traders has been in service since the fall of 1952 and two others have been launched. [REDACTED]

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[REDACTED] During the last two months, all of the navy trawlers called KACZORY have undergone general repairs at the shipyard. These trawlers are of Soviet origin, and had been delivered to Poland in 1946 as German war reparations.

c. The Gdynia shipyard, which works in two shifts, employs about 3,000 people. Included among the employees are 1,600 young boys and some girls who have been organized into two brigades of Sluzba Polsce (SP-Service to Poland). The youths are billeted in the several barracks which are located near viaduct No. 2 at Gdynia.

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2. The Northern Shipyard (Stocznia Polnocna) at Gdansk (Danzig).

- a. [] this shipyard will only construct rail- 50X1-HUM
road cars and the following types of ships in the near future:
lugger-trawlers and several types of shallops for the use of other
shipyards and the port authorities. The construction of a larger 50X1-HUM
type of lugger-trawler, which will be 38 meters in length, was begun
in the shipyard at the end of April. []
since the fall of 1952, the Stocznia Polnocna had stopped repairing
ships and rolling stock and [] smaller fishing cutters and other 50X1-HUM
boats for fisheries have been constructed at the Szczecin (Stettin)
shipyard since the aforementioned date.
- b. The Stocznia Polnocna works closely with the Stocznia Gdanskie at
Gdansk; for example, Stocznia Polnocna furnishes the new trawlers,
which have been constructed at Stocznia Gdanskie, with door locks,
some furniture, carpets, etc. On the other hand, all the necessary
cast parts, such as lifts, etc., for the ships constructed at
Stocznia Polnocna come ready-made from Stocznia Gdanskie.
- c. There is only one slip located at Stocznia Polnocna, and it is only
able to handle ships up to about 100 BRT. If any larger ships were to
be constructed at Stocznia Polnocna, pontoons would have to be used;
even in the latter case the ships would have to be relatively small.
- d. The Stocznia Polnocna employs about 1,000 workers who work in two
shifts. The production director of the shipyard is an engineer by the
name of Smigielski. There is also a general director at the shipyard 50X1-HUM
[]

3. In the past, the shipyards were directed by the Central Shipyard Adminis-
tration (Centralny Zarzad Stocznioowy) located in Gdansk. This management
has changed its name to Central Administration of Repair Shipyards (Centralny
Zarzad Stocznii Remontowych), although it is still located in Gdansk, and
it now directs all the small shipyards in Poland which do work for the fish-
eries and the river fleets. It is subordinate to the Ministerstwo Przemyslu
Ciezkiego (Ministry for Heavy Industry). On the other hand, the Stocznia
Polnocna, Stocznia Gdanskie and Komuny Paryskiej shipyards are directly
subordinate to the aforementioned Ministry for Heavy Industry. 50X1-HUM

4. [] the Polish shipbuilding program, which is controlled
by the Polish Navy, is confronted by numerous obstructions and difficulties:
lack of steel, non-ferrous metals, etc., and obstructions created by the 50X1-HUM
Polish Navy. [] two examples [] illustrate
the difficulties which the shipbuilding industry has encountered in its 50X1-HUM
dealings with the navy:

- a. In the fall of 1949, the Szczecin shipyard constructed six fishing cut-
ters, model SKS. These cutters, which are about 100 BRT, have iron
frames and wooden strakes and are powered by 223 hp diesel motors. The
commission which was on board the first cutter to make a trial run re-
commended that the motor and some other equipment be placed in better
positions so that the cutter would be better balanced and could travel
faster. These recommendations, which were valid []
were submitted to the navy in report and sketch form. After a period
of ten months, the navy returned the recommendations to the shipyard 50X1-HUM
with the notation, "no changes allowed"; however, the navy did not
give any reason for its refusal to accept the recommendations.

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- b. In 1953 the Stocznia Polnocna had begun the construction of several trawlers for the state firm Daimor. [redacted] these trawlers are very well balanced ships, and are constructed like the MAYERFORM model; 28 meters in length and powered by [redacted]

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[redacted] the East German Wukla-Wulf engine, so-called diesel reverse motor [redacted]

The trawlers have four watertight compartments, separated from each other, and are equipped with a fathometer. The original plan was to build 40 of these trawlers but the number was later reduced to 30, and finally to 20. When the first of these trawlers had finished its trial run, the commission recommended that the crew's quarters should be enlarged and that a small superstructure be constructed near the stern, as a continuous part of the deck. The navy studied these recommendations for several months and asked for more explanations, etc., during the meantime. Finally, the recommendations were returned by the navy and permission granted to construct a smaller superstructure near the stern but farther to the side of the trawler, and not as a continuous part of the deck but fastened down with screws which could be easily removed.

5. The ship designers who are employed in the Centralne Projektow Biuro Okretowych (Central Bureau of Ship Planning) also work under difficulties and obstructions which have been created by the UB (Security Police). These designers have not been allowed to take part in the trial runs of the ships which they have designed, since nearly all of them are under UB suspicion. As a result, the designers are extremely bitter and are not eager to work on ships' plans. [redacted] the following procedure is used in selecting the people who will accompany the ship on its trial run:

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- a. The shipyard which constructs a ship for a state firm [redacted]

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[redacted] ships are only being built for state firms at present) must submit reports to the state firm, UB, and Wojsko Ochrony Pogranicza (WOP - Military Border Guards), about three to four weeks prior to the time that the ship is ready for its trial run. Included in the report is a list of people whom the shipyard recommends to be on board the ship during its trial run; always included on this list are the names of the ship's designer or designers. After the state firm has received the report, it also prepares a list of people whom it thinks should accompany the ship on its trial run. This list of names is sent to the shipyard, as well as to the UB and WOP. Finally, the UB compiles a list of people who will accompany the ship, and this list cannot be changed without the knowledge or permission of the UB. It has been the custom of the UB in the past to strike off half of the names which the state firm and shipyard submitted and all of the names of the ship's designers.

[redacted] there are three specialists in the Polish-Soviet insurance company who go on the trial runs of the ships. These men are not suspected by the UB nor the Soviets in the Polish Navy.

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6. Polish factories have started to produce machines and motors for the small ships which are constructed in the Polish shipyards. These machines bear the name Poreba and are produced at the Stalin factory, formerly called H. Cegielski, and at a factory located in Szklarska Poreba in the province of Silesia.

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